

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Cooperative Dairy Federation of India, New Delhi, for the year 1983-84.

[Placed in Library See No. LT 649/85]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the All India Federation of Cooperative Spinning Mills Limited, Bombay, for the year 1983-84 along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the All India Federation of Cooperative Spinning Mills Limited, Bombay, for the year 1983-84.

[Placed in Library See. No. LT 650/85]

#### Mines Rescue Rules, 1985

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJIAH) : I beg to lay on the Table a copy of the Mines Rescue Rules, 1985 (Hindi and English versions) published in Notification No. G.S.R. 325(E) in Gazette of India dated the 29th March, 1985 under section 61A of the Mines Act, 1952.

[Placed in Library See No. LT 651/85]

Annual Report and Statement regarding Review of the Films and Television Institute of India Pune for the year 1983-84. Statement showing reasons for delay in laying the papers

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI V.N. GADGIL) : I beg to lay on the Table—

- (1) (i) A copy of the Annual Report (Hindi and English version) of the Film and Television Institute, of India, Pune, 1 for the year 1983-84 along with Audited Accounts.

- (ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Film and Television Institute of India, Pune, for the year 1983-84.

- (2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library See. No. LT 652/85]

#### Demands for Grants

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KHURSHEED ALAM KHAN) : I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of External Affairs.

[Placed in Library See No. LT 653/85]

12.15 hrs.

#### CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

[English]

Recent Railway accidents Causing Deaths of Many Passengers and Injuries to several other Particularly the one Involving Howrah-Amritsar Mail and Howrah-Amritsar Express on 5th April, 1985

SHRI AMAL DATTA (Diamond Harbour) : I call the attention of the Minister of Railways to the following matter of urgent public importance and request that he may make a statement thereon :

“The situation arising out of the recent railway accidents causing deaths

[Shri Amal Datta]

of many passengers and injuries to several others particularly the one involving Howrah-Amritsar Mail and Howrah-Amritsar Express on 5 April, 1985 and the action taken by the Government in the matter "

**THE MINISTER OF RAILWAY (SHRI BANSI LAL) :** It is with deep regret that I have to apprise the House of the tragic incident on 5 Up Howrah-Amritsar Mail and 49 Up Howrah-Amritsar Express on 5th April, 1985 when some persons sitting on the roof of the coaches of these trains were struck in the early hours of the morning when the trains passed through Bridge No. 245 located between Sarsawa and Kalanaur on the Saharanpur-Ambala Section of the Northern Railway. As a result of this incident, 26 persons died and 21 were injured.

Roof travelling on passenger trains is an offence under Section 118 of the Indian Railways Act. Instructions exist that persons sitting on the roof of passenger trains should be detained. Accordingly, at Saharanpur, the last stopping of station these trains, roof travellers totalling 125 persons were detained from 5 Up Howrah-Amritsar Mail and roof travellers totalling 315 persons were detained from 49 Up Howrah-Amritsar Express. It appears that subsequently some of these persons unauthorisedly again boarded the train and climbed on to the roof of these trains unheedful of the danger in roof travel. For clearance of extra rush of passengers going to Haryana and Punjab from East U.P. and Bihar Railways are running special trains on two days in a week between Varanasi and Ludhiana. On the date of the incident, this special train had run ahead of these trains.

Immediately on learning of the incident on the two trains on 5.4.1985 General Manager, Northern Railway accompanied by senior officers rushed to the spot for investigations. The General Manager also arranged for payment of ex-gratia grant as also proper care of the injured

persons admitted in various hospitals. An enquiry into the incident has been ordered.

It has been reported in the Press that this incident occurred due to the roof travellers being hit by scaffolding on the bridge where painting work was going on. While the exact cause of the incident will be determined through the enquiry ordered, spot investigations made by the General Manager, Northern Railway, show that a 9 feet (2.76 metres) long wooden plank of 2½ inches (6.35 cms.) thickness was hanging, tied with ropes, from the bridge roof and which was clear from the roof of the train by 2 feet and 6 inches (0.77 metres). This plank was being used for painting of the bridge and its clearance was within the prescribed limits from the top of the coach. The bridge official incharge of the painting arrangements has been placed under suspension for not removing this plank after completing the day's work.

I am personally seized of this problem of accidents particularly those which have occurred in the recent past involving passenger trains. Everything possible is being done to reduce accidents. Only recently we have initiated a Ten Point Action Plan with stress on surprise inspections by senior officials, night checks, maintenance and operating checks, counselling of staff, holding of workshops and safety seminars. Deterrent action is also being taken against those found responsible in accidents.

**SHRI AMAL DATTA :** Many accidents, far too many of them, have been occurring since this dynamic government has assumed power. The last two are the most ghastly accidents that could be imagined. No doubt, as the Minister says, people were travelling unauthorisedly on the roof of trains and they are liable to be punished. He has quoted the section under which they are liable to be punished. But is that reason enough to be callous about their lives? The Railway authorities did not ensure that these people did not travel on the trains. Now the Railway Minister

stated that 125 passengers were detained from these two trains which were involved in the accident at Saharanpur but they had gone back on the roof again with the knowledge that they could be hit. Is it the contention of the Minister that they were told : 'If you travel on the roof of the train you can be hit and you can die?' Is it his contention that they got back on the train roof to die like that? This kind of accident could have happened in other trains also; but it did not take place; it took place in these two trains. Obviously these two trains had reached and left Saharanpur, the last stop of the trains before the accident, at early hours of the morning. Obviously, the Railway Administration did not ensure that there was any passenger being detained. Now, the Northern Railways issued a press release which was published in yesterday's newspapers. In that paper nothing was mentioned about the detaining of the passengers from these two trains. But the Hon'ble Minister is saying that 125 passengers had been detained. I think the facts were otherwise and a proper investigation as to how this kind of twisting of facts has come in the Railway Minister's statement is called for.

Now, even if the passengers had been detained, assuming that what the Minister he stated is correct that they were not allowed to travel on the roof, is it possible that in some trains you can detain the passengers and see that they do not travel on the roofs—but which has been done here—and then the some others you allow them to travel on the roof tops? Obviously you are careless about the life of the people. Why were these people allowed to travel on the roof? You can tell us whether they had purchased the tickets or they were ticketless? It is germane for this discussion. You alone are responsible for the people travelling on the roof. Now, even if they had purchased tickets, there was probably no place inside the compartments and if they was no place inside the train, why they would buy the tickets to travel in these trains. The Railway Minister has issued a directive to all Station Masters not to allow any person to travel on the roof of the

trains. Obviously such a directive was not issued before.

Otherwise I do not know why there is a necessity for issuing another directive. It clearly shows that the Railways do not care whether the people are travelling inside the trains or not and in most cases because they do not find any space inside after purchasing tickets, they are forced to travel by finding space on the roof. The question of their travelling unauthorisedly does not arise. The word 'unauthorisedly' should not have been used in the Railway Minister's statement. It is because you could not make available enough space for the people to travel inside the compartments, that they go to the roof of the trains. They were to go to Punjab and Haryana from West Bengal, Bihar, Eastern Uttar Pradesh, etc. They were to go to Punjab and Haryana for the purpose of harvest. They were going to do a job which is for the benefit of the entire nation. Now, you say that they were travelling on the roof of the trains. But what arrangements have you made for their safe travel? Nothing. They were to travel from Eastern Uttar Pradesh, Bihar and other States. You were running two trains every week from Varanasi to Ludhiana. I do not know why these trains are running only from Varanasi to Ludhiana. Do you mean to say that these people were not coming from further distance from Bihar, West Bengal, etc? From Howrah itself more than two trains are necessary to transport these people to Punjab and Haryana during this time. I think twice during the year that have to go to Punjab and Haryana. Unless they go there, the harvest cannot be done. The nation gains by their service. So, they are doing a national service and that should be recognised by the Railways. The Railways have done nothing so far.

In December every year, I have seen these people in Ludhiana Railway Station shivering. The Railways have not made any special arrangements for their shelter in the winter months. They should care for them. They should know how many people are required

[Shri Amal Datta]

to travel, in what routes and they should provide proper railway service for them. They should not be treated in a such causal manner. These people are doing national service and they should be rendered all facilities during their travel to those places and stay in those places. Sir, lot of things have been stated about the number of passengers who have died. There are lot of discrepancies also.

Newspaper reported that 40 passengers had died and the newspaper had said that so many dead bodies were taken out at such and such station and so many dead bodies at such and such station and so on. The next day, the Railway contradicted that statement and stated that only 26 people had died. I do not know whether the Railways are properly collecting the figures and trying to identify them. So far, only three bodies have been identified the dead say that they are paying ex-gratia grant of Rs. 1000 or so. To whom are they paying ? They have been able to identify only three and know the address of only two. What attempt has been made to identify these passengers and also see that those who are guilty of these accidents are punished ? That is the main thing.

Obviously, it was known that a wooden plank was hanging from the bridge roof, and the General Manager on his inspection found, it was there. So, it was known to everybody that it was there and now they have suspended the officer who was responsible for the bridge maintenance. Knowing that it was there, why was it not removed ? They knew that the people travel on the roof of the trains. In fact, the railways run in such a fashion that the people have to travel on the roof ; even Gandhiji travelled on the roof of the train. They should have removed that plank as also detained the people from the roof of the train. Timely action could have been taken and the lives of these people could have been saved. But the railway officers were

too callous to do so. It is proved, no doubt.

An enquiry has been instituted and the Railway Minister says that he himself is seized of the problem of accidents, obviously including these two accidents. In fact, there have been a number of railway accidents and he should be seized of this properly, and if he cannot solve this problem, he should resign. I do not know whether he is thinking of that. These two accidents occurred within one hour of each other. After the first train had met with the accidents, they should have stopped the second train. This is unimaginable that such a thing should have happened.

There should be an enquiry into these accidents, in dependent of the General Manager. The General Manager himself is guilty. A person who is independent of the General Manager and directly answerable to the Minister should be in charge of the enquiry, and not as the press has stated, an enquiry to be ordered by the General Manager. That should not happen. Will the Minister take necessary steps and measures as suggested ?

**SHRI BANSILAL :** As far as detaining of the passengers is concerned, they were detained at Saharanpu. It had appeared on the very day in the newspapers also. It is not a new version. The passengers were detained. It is illegal to travel on the roof of the trains. The passengers should not have got up to the roof. The other thing is scaffolding. Previously, the newspapers had said that it was scaffolding. It was only a wooden plank. The height of the bridge at the particular point is 16 ft. 9 inches from the rail this plank covered 7½" from the bridge roof. The clearance between the plank and the roof of the train was 2½ feet which is within the prescribed limits and within rules.

As regards instructions not to allow the people to travel on the roof, it is not a new thing. The people were detained

not only from these two trains at Saharanpur, but from another train also, namely Jammu Tawi Express. From this train, namely 51 Seallah Jammu Tawi Express which passed just before these two trains, 250 passengers were detained from the roof. Not only these two trains. So far as the instructions are concerned, they are issued from time to time that the travellers on the roof should be detained. Such instructions are issued off and on. Instructions to all the Railways had been issued on 15 November, 1983 for taking the following steps.

Extensive publicity by educating the travelling public not to travel on roofs of trains through newspapers, posters, notice-boards, cinema slides, announcements from public address system etc. should be done. Strict instructions to the train crew and station staff not to allow passengers to travel on roofs of trains had been given. Extensive surprise checks by officers had inspectors taking sufficient number of GRP and RPF staff with them to eradicate this problem, particularly on the vulnerable sections should be carried out. Again, instructions were issued to the Railways on 24 August, 1984 to take further action on the following lines. Intensive drives should be launched to eradicate roof travel. Trains prone to roof-travel should run invariably with full authorised composition. Special squads should be posted at vulnerable check-points. Persons found travelling on the roofs should be apprehended and prosecuted under the Act. Guards should ensure that there are no persons on the roof of the train before starting the same. Intensive monitoring should be done by inspecting officers.

In pursuance of these orders in the Central Railway, 103 checks were conducted during August, 1984. 12 persons were prosecuted, 10 were sent to jail and two were fined; in the Eastern Railway, while conducting checks during April, 1984 to August, 1984, 944 persons were detected. Out of these 119 were prosecuted and the rest were accommodated as *bona fide* passengers. In Northern Railway during drives in April-May 1984,

8151 persons were apprehended and dealt with under the rules. In North-Eastern Railway during April-August 1984, 1290 checks were conducted, 5046 were apprehended and de-roofed. 58 persons were prosecuted, 30 were fined and 28 were sent to jail. In the NF Railway, during May-July 1984, 1728 checks were conducted, 12,734 persons were de-roofed and 363 prosecuted. In Southern Railway, during April-June 1984, 948 checks were conducted and only four persons were detected travelling on the roofs. In SC Railway, during the checks from 1st April to 31st August, 311 persons were prosecuted, 262 were fined and 32 sent to jail.

So, Sir, these instructions are issued from time to time and action is taken against the defaulters.

So far as the Inquiry is concerned, the inquiry will be independent and further facts can come out only after the inquiry is held.

PROF. MADHU DANDAVATE : Sir, he did not mention the point that the General Manager should not conduct the Inquiry.

MR. SPEAKER : He has said that an independent inquiry will be held.

SHRI BASUDEB ACHARIA (Bankura) : It is really a very serious matter that during the year 1984-85, the number of railway accidents has increased and the number of passengers killed in the accidents is much more than the number in the year 1983-84. Why are these railway accidents increasing ?

12.35 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

One of the reasons is that Railways are still using over-aged rolling stock, over-aged engines, over-aged track and an out-moded signalling system.

There were several Committees, e.g. Wanchoo Committee, Kunzru Committee

Sikri Committee and recently, the Railway Reforms Committee. These committees made several recommendations as to how to reduce these accidents.

Of late, safety rules are being violated. Trains are even allowed to run without headlights. Last year, there was a serious accident near Faizabad. The train was allowed to move without the headlight, and about 40 or 45 pilgrims were killed. Then there was an accident, I think, in the month of November in the Byculla sub-urban train during 1980. The then Railway Minister, Pandit Kamla-pati Tripathi admitted that almost all the EMU coaches were over-aged and that they were to be replaced. We do not know how many of these over-aged coaches, over-aged engines and track are being replaced. Almost one-third of the track is over-aged. Twenty-one thousands Kms. of railway track is over-aged, and it needs immediate replacement. This should be considered while taking action.

The Railway Minister has stated that he is seized of this problem, and that everything possible is being done to reduce accidents. This is an important aspect. Violation of safety rules and replacement of over-aged rolling-stock should be looked into.

Why is there this over-crowding? During last year, as many as 122 new pairs of trains were introduced. But the number of conventional coaches was not increased. In a train having 18 or 20 coaches, the number of these coaches was reduced. Trains are running with reduced number of coaches. That is why there is over-crowding.

Three or four years ago, a committee was constituted, called the Committee on Coach Augmentation. This committee also made certain recommendations. What are those recommendations? Were their recommendations regarding augmentation and increasing the number of passenger coaches implemented?

While reviewing the number of accidents, the Railway Ministry must think

over all these problems. The number of coaches has to be increased, the number of trains has to be increased, and there should be replacement of over aged rolling-stock also.

A day will come when people intending to commit suicide will not lie on the track. They will get into the train, because they will be killed in an accident.

In this particular accident a number of passengers travelling on the roof of the train were all agricultural labourers; they were coming from Bihar, West Bengal and Uttar Pradesh. They were forced to travel on the roof of the train because of overcrowding in the train. What steps is he going to take to reduce this overcrowding in trains, to increase the number of coaches and to increase the number of trains? Just by issuing orders, he cannot stop overcrowding in trains. Some steps have to be taken to stop it. Several committees have made several recommendations regarding reducing these accidents.

**SHRI BANSILAL :** The overcrowding in the trains is not all the year round. There are particular seasons when there is overcrowding in the trains. Otherwise, there is not much of the overcrowding in the trains.

**SHRI AMAL DATTA :** I do not know whether the Railway Minister has seen a train.

**SHRI BANSILAL :** For those seasons when there is overcrowding in the trains, we run special trains to clear the rush. In this particular case, we are running special trains from Varanasi to Ludhiana and Muzaffarpur to Ludhiana; and one such special train passed through the same route a few minutes before this accident took place. Now we are going to increase the frequency of these special trains, according to the passengers available to clear the rush from there.

Regarding increasing the number of passenger trains, we are doing our best to acquire the coaches and other rolling stock subject to the availability of fund;

whatever funds are allotted to us, we are doing our best to acquire the rolling-stock and introduce new trains. But the financial constraints are there.

SHRI LALIT MAKEN (South Delhi): Mr. Deputy Speaker, Sir, railway accidents are a matter of serious concern. Though I was not a Member of this House earlier I know that the matter relating to roof-travelling on trains had been raised and discussed in this House many a time earlier and the Railway Ministers had assured the House of doing something in the matter. But looking to the present situation, it is proved that all the necessary steps have not been taken

To my mind, there are two main reasons for the railway accidents. One is the human failure, because of which accidents occur, that is because of the carelessness of the employees and officers and the second reason, towards which my other colleagues have not paid attention, is the lack of resources. About 20,000 Km. long railway track has become so obsolete that its replacement is imperative.

By the end of Sixth Five Year Plan, 20,000 km. long railway track has become due for replacement but due to lack of funds, the same has not been replaced and the main reason for derailment of the trains is this old track because the trains cannot run properly on those tracks resulting in derailment. And consequently accidents occur causing death of many persons. It has been observed that the other main reason for accidents is that there are many railway crossings, which, not to speak of automatic control do not have even an employee to man the crossing in order to stop the people and vehicles like trucks, bullock carts, cycle, etc., from crossing the railway line when the train is reaching near that spot. There are hundreds of such railway crossing in the country where no employee has been posted to man there, what to speak of providing an automatic control there. It is because of this that an accident occurred on the 2nd April between a train and a bullock cart resulting in the death of 5 persons. Simi-

larly, an accident took place on the 2nd February due to this season, which caused death of one person and injuries to three.

I think the third reason for accidents is the poor maintenance. An accident occurred on the 23rd February near Nagpur because the train caught fire but the cause of the fire has not so far been revealed. 50 persons died and 12 people were injured in that accident. It was stated in the newspapers that when the train started, it caught fire but it could not be stopped because when an attempt was made to pull the chain, it was found that the chain was missing. In the absence of chain, the train could not be stopped, with the result that the fire spread further and engulfed the whole train.

Similarly the poor testing of the parts is also a cause of accidents. One important part, Axle undergoes annual ultra Sonic Test. Recently, in November, an accident took place in Bombay because of the faulty axle test. That train was subjected to test only six months prior to this accident while the trains are generally put to test once a year. In spite of this, the axle of the train gave way resulting in the death of many persons.

At one time the Railways had automatic warning system. I do not know why that system has been removed. I would like to know whether Government will try to reintroduce that system? I do not want to dwell further on the accident of 5th April. All the Members who participated in this discussion have mentioned how it happened. The first accident took place at 5.40 and the second at 6.30. Had the officers there been vigilant, they would have managed to avoid the second accident. Had there been automatic warning system, the accident would have been averted.

Similarly, the trains which were stopped at Saharanpur were checked and the persons travelling on the roofs were detained. One is at a loss to understand how these two trains went unnoticed and how these were allowed to

[Shri Lalit Mohan]

go. The passengers on these trains continued travelling on the roofs and this resulted in their death.

In addition, I would like to give a suggestion to the hon. Minister. This suggestion is very much called for. The Carelessness of the officers not the main reason. The deplorable condition of the Railways due to insufficient funds is one of the reasons for railway accidents. In the previous annual plan outlay Rs. 1,650 crores were sanctioned whereas the Railways raised Rs. 850 crores from their own resources. This time, when steel is costly and costs of other materials are soaring, the Railways have been sanctioned Rs. 1,650 crores and they have to raise Rs. 950 crores from their own resources, which means the Railways have been provided Rs. 100 crore less than the last year.

Sir, in such a situation, how can we expect the replacement of 20,000 km. long old track, its maintenance and also new coaches? My other colleagues have also stated that if the Railways are given Rs. 100 crores less than the amount given last year. There is no likelihood of the position improving. Therefore, I demand that the Railways should be provided with the maximum funds so that the old track can be replaced. It seems the recurrence of accidents is due to shortage of staff and lack of funds. Therefore, I would like to say that more and more funds should be granted to the Railways. This is not required only for saving people but to strengthen a major part of which our economy depends on the Railways. If the condition of the Railways is strong, the economic condition of our country will also be strong.

In this background, my first question is how many accidents have taken place since January, 1985 due to derailments, human failures and poor maintenance respectively. How many persons have died or been injured in these accidents?

[English]

MR. DEPUTY-SPEAKER : You are

asking some figures which are not relevant to this. Put questions relating to Howrah-Amritsar Express.

SHRI LALIT MAKEN : It includes the recent accidents that have taken place. That is why it is relevant.

MR. DEPUTY SPEAKER : All right. Go ahead.

[Translation]

SHRI LALIT MAKEN : My second question is whether it is not a fact that the accident between a train and a bullock cart which occurred on the 2nd April and in which five persons died, was due to the reason that the crossing where the accident occurred was unmanned? Neither there is any automatic system nor any person has been posted there to look after the crossing. I would also like to know the number of such railway crossings in the country as are unmanned and by what time each crossing will be at least manned if not automatically controlled, so that the people using roads, the cyclists or the people going on bullock carts may not lose their lives?

My third question is whether the percentage of accidents due to human failure has increased or decreased since January, 1985.

The fourth question relates to axle test. I would like to know whether the axle, whose collapse caused the accident in Bombay, was subjected to ultrasonic test only six months prior to the accident. The accident occurred because of the axle collapsing only six months after it was put to test, resulting in the death of many persons. Is it also a fact that the automatic warning system existing in the Railways earlier was quite effective? I would like to know further whether it is also a fact that the operation of this system continued for quite a long time but later its operation was discontinued?

SHRI BANSI LAL : Sir, so far as accidents are concerned, the number of

accidents on unmanned crossings was 62 percent. This figure relates to the year 1983-84. It is the duty of the road users and not the Railways to be careful while crossing the unmanned level crossings. It is the Duty of the railway driver to sound a whistle which he complies with. So far as the accident between a train and a bullock cart referred to by the hon. Member is concerned, the details will be known only on the receipt of the report but I think that was not even an unmanned crossing. They were just crossing the railway track. There is no railway crossing at that place. Regarding automatic warning system, we are going to provide the same in Bombay and Calcutta.

The hon. Member has also asked the percentage of accidents due to human failure since January. Since 1953 more than 50 per cent of the accidents had occurred due to human failure, but the House will be pleased to know that the percentage of accidents occurring due to human failure after January has been between 40 to 50. Thus you will see that there has been much improvement in this regard.

[*English*]

SHRISATYAGOPAL MISRA (Tamluk): Mr. Deputy Speaker, Sir, I am rather surprised at the statement given by the hon. Minister and at the reply also given by him during the course of this Calling Attention Motion. Since this Government has come into power, three things have become very prominent in the railways. Firstly they have increased the freights and fares in the railways, secondly, the number of railway accidents is increasing and, thirdly, they have dropped almost all the development projects of the railways. Another aspect is that Railways are taking everything in a very casual way. That is the most important aspect. In his reply, the Railway Minister has said that there is no rush of passengers round the year in the railways. That is not true. I will humbly request him to go to the countryside and see with his own eyes how a passenger has to struggle hard

just for getting a second-class reservation. In every train particularly in suburban trains, there are lot of passengers coming from the countryside everyday. And here the hon. Minister is telling us that there is no rush of passengers throughout the year.

Another aspect is that everytime the hon. Minister says that there is paucity of funds. Is it argument that simply because there is paucity of funds, you will create such conditions where accidents will take place and the passengers will go on dying?

Another point that I want to make is that 1st is a very important day in the Railways. People all over the country look for this date because new railway time-table comes into force from this date and some new trains are also included in the time-table. But the present Government has deprived the people of the new time-table this time. That shows the efficiency of the Railways. They are not efficient enough even to give the country the new time table at the appropriate time and to introduce some new trains. That is beyond their capacity. I know that some passengers travel without ticket or travel on the roof of the trains, this cannot be justified, but at the same time we will have to consider why people travel on the roofs. Even if they do not purchase any tickets, they can easily travel by sitting inside the coaches. It is only because there is no room to sit inside the coaches, that they are forced to travel on the roofs and then to meet with accidents.

13.00 hrs

In the reply you will see that there were two trains in which the accidents took place. After one train i.e. the Howrah-Amritsar Mail had met with the accident, some measures should have been taken to prevent accident on the second train. But that was not done. This shows the total callousness of the Railway Administration in prevent accidents.

[Shri Satyagopal Misra]

Another thing that I would like to point out is how the Railway authorities are going about for the identification of the passengers who have been killed in these accidents. In this case, people who were killed were landless labourers, who were forced to leave their countryside and go to other areas for their livelihood. I would like to know if it is possible for the Members of their family to go to the place of the accident and find out the dead body of their kith and kin. If it is not possible, then some other type of identification should be found out. In this case my humble suggestion is that photographs of dead persons should be sent to different Thanas and Police Stations where the local people can identify the pictures of their relatives.

I would like to know from the hon. Minister what they are going to do to increase the number of trains and what measures he proposes to take to stop the occurrence of accidents and how the authorities are going to identify the persons killed in those accidents.

**THE MINISTER OF RAILWAYS (SHRI BANSILAL) :** Sir, the hon. Member has pointed out that I should go to the countryside and see whether there is rush in the trains or not. Sir, I want to tell, through you, the hon. Member that I come from the countryside and I do visit the countryside. I think, more than the hon. Member himself does,

In regard to the rush on the trains, my information is correct that over the year round there is no rush in the trains. Rush is always seasonal.

The hon. Member has charged that we take things in a casual way.

**SHRI AMAL DUTTA :** Otherwise you should resign.

**SHRI BANSILAL :** On the contrary we take things very seriously. If you go into the statistics you will find that with the increase in route kilometre of passengers, the percentage of accidents has come down.

The hon. Member has suggested that the photographs of the dead should be sent to the areas concerned. He has given a very good suggestion and we will send these photographs to the areas where there is possibility of identifying them by their next of kin.

Earlier in my statement I had said that the inquiry will be independent. By independent inquiry I do not mean that it will be from an outside agency. This unusual accident will be enquired into by the Railway officers because the Commissioner of Railway Safety has decided not to hold inquiry in view of the fact that the persons involved were travelling unauthorisedly and illegally on the roof of the trains. Under these circumstances the inquiry will be conducted by the Railway Officers, but it will be an independent inquiry and will not be influenced by anybody.

**PROF. MADHU DANDAVATE (Rajapur) :** I think the Commission of Railway Safety cannot refuse holding this inquiry at all because there are many administrative aspects that are concerned with it. It is not only the question that has to be enquired that the persons involved were sitting on the top of the roof. I think this should be taken up with the Commission of Railway Safety. They cannot refuse on this ground :

**SHRI BANSILAL :** We will take this suggestion into consideration and see what can be done.

-----  
**STATEMENT RE : REPORTED CHLORINE GAS AND SULPHURIC ACID FUMES LEAKAGE IN UNION CARBIDE LTD, PLANT AT BHOPAL**

**THE MINISTER FOR CHEMICALS FERTILISERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) :** Reports have appeared in the press about the leakages of gas from